Campbell 2 f 8.

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THE

CANOEIST;

OR,

CHRONICLES OF THE CANOE CLUB.

No. 1.
JUNE, 1870.

PRICE SIXPENCE
(TO MEMBERS OF THE CLUB).

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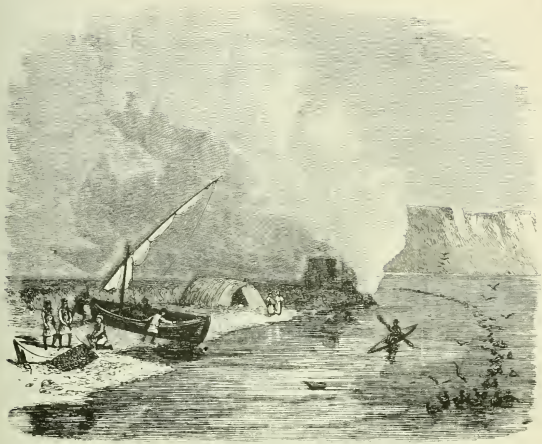

BETHSAIDA BAY.

(From the second edition of "The 'Rob Roy' on the Jordan.")

CHRONICLE OF MEMBERS' CRUISES.

[The type of this will be kept for insertions and corrections. All MSS. sent ought to be *very* clearly written, and on one side only of letter paper.]

1847. De Bathe, Major-General Sir Henry, Bart., in a tin canoe, on the Thames.

1850. MacGregor, J., in an india-rubber air-celled canoe, on Strangford Lough.

1852. Bradford, Colonel, in an india-rubber folding canoe, on rivers and lakes of Canada.

1856. Poole, F., in a bark canoe, on rivers and lakes of North America, in the Rocky Mountains expedition.

1858. MacGregor, J., in a "dug-out" canoe, on the River Tamaraska and Lake Tameasquata, New Brunswick; also in a bark canoe, on the River Ottawa. (Published in "Our Brothers and Cousins," 1859.)

1865. MacGregor, J., in the "Rob Roy," on Rivers Thames, Sambre, Meuse, Rhine, Maine, Danube, Reuss, Aar, Ill, Moselle, Meurthe, Marne, and Seine; on Lakes Constance, Titisee, Unter See, Zurich, Zug, and Lucerne; on six canals, and the sea of English and French coasts. (Published in "A Thousand Miles in the 'Rob Roy' Canoe;" fifth edition; Low and Marston.)

Aberdeen, Earl of, in canoe "Rainbow," on the Rivers Meuse, Rhine, and Maine. (Published in above.)

1866. Wright, C. I., in the "Robin Hood," on the Rivers Trent, Dee, Humber, Derwent, Avon, Isis, and Thames. (Extracts published in the "Canoeist," June, 1870.)

Wright, T., in the "Little John," on the Derwent and Trent.

Wright, W. W., in the "Wanderer," with the above.

MacGregor, J., in the canoe "Rob Roy," through Norway, Sweden, Denmark, &c., on the Rivers Vrangs, Klar, Gota, Elbe, Rhyn, Geste, Weser, and canals in Sweden and Schleswig-Holstein; on Lakes Vingen, Oklander, Hugn See, Elga, Bjorn, Glaf, Ras Fjarden, Venern, Vikern, Vettern Takern, Boren, Clan, Malar, and the Baltic, Great Belt, and North Sea. (Published in "The 'Rob Roy' on the Baltic;" second edition; Low and Marston.)

1867. Gordon, Hon. James, in the "Rothion," across the English Channel from Dover to Grisnez, on the Rhone, Reuss, Saone, Rhine, and Gulf of Genoa, Lake of Lucerne, and rivers and lakes of Italy. (Published in "Light Blue"; Cambridge.)

Herbert, G., on the Rhine, Moselle, and Thames.

Hamerton, P. G., in a paper canoe, on rivers of the Saone-et-Loire. (Published in the *Fortnightly Review;* also in "Exploration of Arroux," with etchings, P. and D. Colnaghi.)

Henry, A. H., Caledonian Canal, Clyde, and Loch Lomond.

Murray, F., on the Wye.

Inwards, J., Caledonian Canal, Lochs Leven, Etive, Awe, Fyne, Goil, Long, and Lomond; also on the River Seine.

Mostyn, Caledonian Canal.

Poole, F., in a bark canoe, "Rummager," along the coast from Liverpool to Glasgow.

Batt, on rivers in China.

Reed, A. H., in the "Maggie," on the Danube, Moldau, and Elbe. (Published in the *Afternoon Telegraph*, Jan. 27, 1870; and in the "Cruise in a Cockleshell.")

Lawton, W. F., in the "Rollo," in Norway and Scotland.

Siborne, Captain, Caledonian Canal.

Tennent, R., on Rivers Reuss and Rhine, and Lakes Constance and Lucerne.

Tyas, J. W., along the coast from Sheerness to Folkestone.

Webster, R. G., on the Ouse, Severn, Avon, and Thames.

Wright, J. and P., on the Trent, Severn, and Thames.

Kinnaird, A. F., and M'Leod, half round Isle of Skye, to Isle of Rum and back, and on Loch Corruisk.

Balfour, A. F., half round Isle of Skye, and on Lough Corruisk with M'Leod.

Jacomb, F. W., in canoe "Wash," on the Rivers Cam, Ouse, Nene, Witham, Trent, Don, Calder, Well Creek, Sea at the Wash, Fross Navigation, Rivers Aire and Calder Navigation, Rivers Dearne and Dove Canal, and Canals Wisbeach, Readby, Barnsley, and Ravisden; being part of a cruise round England, continued in 1868 and completed in 1869.

1868. Jacomb, F. W., in canoe "Wash," on the Rivers Severn, Thames, Ouse, Holme, Colne, Calder, and Weaver, Rivers Calder and Hebble Navigation, Severn and Thames Canal Navigation, and Canals Stroudwater, Grand Junction, Huddersfield and Ashton, Rochdale, Bridgewater, Grand Trunk, Shropshire, Chester and Ellesmere, and Montgomery.

Bowker, A. F., in the "Octoroon," along the coast from Littlehampton to Dungeness, and across the English Channel from Boulogne to Dover; also on the Parana, in South America.

Duncan, A., in native canoes, on the waters of New Zealand.

Elliot, in a "Rob Roy," on several rivers of India.

Twelve Members of the Club in a party, from the Thames to Portsmouth, by the Wey, the Wey and Arun Canal, and River Arun and the sea.

Segar, Halsall, on the Wye and Taff.

Fitzgerald, R., on Rivers Boyne and Shannon, and Lakes Corrib, Bodirg, Bofine, Ree, and Kilmaine. (Published in the *Field* of May 14, 1870.)

1868-9. MacGregor, J., in the "Rob Roy," on the Suez Canal, Red Sea, Sweet Canal, Rivers Nile, Zrier, Mushra, Abana, Pharpar, Hasbany, Jordan, Kishon, Melchi, and Belus; Lakes Timsah and Menzaleh; Sea of Galilee, Waters of

Merom, Bays of Aboukir, Port Saïd, Acre, and Beyrout. (Published in "The 'Rob Roy' on the Jordan;" second edition; Murray.)

1869. Tyas, J. W., on the Murray River. Australia, and in the Mid-Atlantic.

Maclure, A., on the Seine.

Hoste, A. H., in the "Ratcatcher," on the Orwell, Wenseem, Yare, Bure, Breydon Water, Wroxham Broad, Waveney, Mutford Broad, Blythe, Deben, Alde, Ore, and German Ocean. (Summary published in the *Field*, Aug. 28, 1869.)

Jacomb, F. W., in the canoe "Wash," on the Rivers Wharfe, Ouse (Yorkshire), Aire, Calder, Ure, Rivers Aire and Calder Navigation, and Canals Selby and Ramsden.

Lascelles, Hon. G., in the "Ruby," on the Ouse, Cam, and Yare. (Published in 1869 as a pamphlet.)

Roberts, Rev. C., in the "Ripple," on the Humber, Wharfe, Bure, and Ant.

Courtney, W., in the "Dolphin," on the Rhine, Rhone, Doubs, Saone, and Garonne.

Sumner, T. M., in the "Restless," on the Rivers Thames, Scheldt, Rhine, Danube, and Lakes Constance and Titisee.

Tennent, R., in the "Midge," across the Irish Channel from Port Patrick to Donaghadee.

Arnold, E. P., on the Rhine.

Lindley, W. H., in the "Roamer," on the Danube.

1870. Bowker, A. F., in the "Jessie," a cruise of 400 miles in nine days on the River Plate. (Published in the *Field* of May 14, and in the *Standard and River Plate News* of March 29.)

The following boatmen on the Thames agree to keep canoes of Members of the Club at one shilling per week for each canoe:—Messenger, Teddington; Tagg, above East Moulsey Lock; Purdue, Shepperton; Wheeler, Richmond; Simmonds, Putney. Others will be added.

Interesting paragraphs have appeared in the *Field* and in *Land and Water*, under the head "Canoes and Canoeing."

CHRONICLES OF CLUB RACES.

(FROM THE FIRST IN 1867.)

[The amount stated for prizes is the value of the article presented in each case.]

1867.

April 27th, at Thames Ditton, First Annual Regatta.

Mixed Race.

First heat, travelling canoes: Mostyn (1), £1. Second heat, light canoes: Smith (1). Final heat, allowing thirty seconds to Mostyn: Mostyn (1), prize, a model of his canoe; Smith (2), £3.

Canoe Chase, over Land and Water.

Kinnaird (1), the Captain's Challenge Colours;
Wright, C. I. (2), a canoe cuisine; Inwards (3), £3; Young (4), £3.

June 8th, at Erith.

Sailing Race.

Twice across the river, and paddling back.
Henry (1), £2; Young (2), £2.

August.

Paris International Regatta, on the Seine.

Canoe Chase, open to all nations.

Kinnaird (1), £20 and the Captain's Challenge Colours.

December 7th.

Long Race.

From Teddington Lock to Putney Bridge; distance, twelve miles.
Mostyn (1), £5; Farrar (2), £3. Time, 1 h. 47 m. Six entries.

1868.—June 6th.

Sailing Race.

Course—Erith to Purfleet. Ten entries; nine started.
Inwards (1), £5; Darvall (2), £3; Young (3), £1.

June 13th, at Hampton Court, Second Annual Regatta.

Course—One mile, with stream.

Cruising Canoe Race.

Inwards (1), £5; Muirhead (2), £3; Farrar (3), £1.

Fast Canoe Race.

Muirhead (1), £5; Farrar (2), £3; Knowles (3), £1.

Canoe Chase.

Muirhead (1), the Captain's Challenge Colours; Duncan (2), £3; Darvall (3), £1. Seven entries.

1869.

May 22nd, at Hampton Court, Club Races.

Race for oak-built "Rob Roys" under 15 feet long.

Gardner (1), £4; Mostyn (2), entrance fees.

Race for single-streak Canoes under 18 feet.

Mostyn (1). £4; Phillips (2), entrance fees.

June 19th, at Hampton Court, Third Annual Regatta.

For any Canoes.

Knowles (1), £4; Farrar (2), entrance fees.

Novice Race, for men who have never won a prize.

Davis, £4.

Fast Canoe Race.

Farrar (1), £5.

Heavy Canoe Race.

Farrar (1), £5; Cree (2), entrance fees.

Inter-University Canoe Race between Members of the Oxford and of the Cambridge Branches of the Club.

Cree, Oxford (1), the "Rob Roy" Challenge Paddle; Knowles, Cambridge (2).

Canoe Chase.

Kinnaird (1), the Captain's Challenge Colours; Muirhead (2), two-thirds of entrance fees.

June 26th.—*Three-mile Race for "Rob Roys."*

Farrar (1), a cup; Mostyn (2), a canoe cuisine.

July.—*Long Race in "Rob Roys,"* from Sunbury Lock to Moulsey Lock.

Mostyn (1).

August 11th.—*Long Race,* from Greenwich to Erith.

For canoes not over 18 feet.—Inwards (walk over), £5.

For "Rob Roy" canoes.—Farrar (1), £5; Mayer (2), £3.

August 12th.—*Sailing Race.* Erith. Three miles. Six entries.

Courtney (1), £5; Inwards (2), £3.

[The type of the above will be kept up for corrections from members. —Our next number will give a summary of the races of the two University Branches of the Club; also a list of prizes won by members in canoe races at other regattas.]

EXTRACTS FROM THE PURSER'S LOG OF THE CANOE "ROBIN HOOD."

SKIPPER, C. I. WRIGHT.
FIRST-LIEUTENANT, THE DOG "PERDITA" (ALIAS PERDY).

First Cruise.

July 30, 1866.—Drove the canoe to Nottingham on my break, and started from Witty's at 10.15 a.m. Wind N.W., fresh, and a good flush of water from the recent heavy rains. First-lieutenant washed overboard from on deck behind me, in shooting Colwick Weir (a capital weir to shoot, and with plenty of water down the salmon run when the river is at its lowest). Perdita rescued at once, and sent ashore to run and dry herself. At Fiskerton met a barge full of children and people who were greatly amused at the "Robin Hood," and followed and cheered lustily. At 3 shot Farndon Weir, the shoot being near the left bank, and plenty of water to go down at any time.

Second Cruise.

Two days on the Derwent and Trent with the "Wanderer" and "Little John," in September, 1866.

After luncheon, pipes, and shooting Sawley and Thrumpton Weirs, a curious thing occurred opposite Barton; a queer-looking Scotch terrier appeared on the bank and began to uplift its voice, and on my nearing the bank to look at her, she made a most clean spring of nearly a yard on to my deck, and sat there most contentedly. We were puzzled what to do with her, and thinking she wanted a passage across, I started to put her over, but in the middle she jumped overboard and struck out for the right bank; we then decided, if she persisted in following us, to take her on, and as she did so, "Little John" took her on board.

She was put ashore while we all shot Beeston Weir, and shipped again and taken home, but absconded.

Third Cruise. "Robin Hood" and "Wanderer."

October 23, 1866.—Took canoes by eight o'clock train to Rugby, and wheeled them to the river, each of us having just had a pair of wheels made, with an axle which could be placed under any part of the keel. The whole country flooded in all directions by the late rains, and the course of the river very difficult to distinguish in places, as small extempore weirs had established themselves in the middle of fields, over posts and rails, and in all sorts of queer places. About a mile below the first mill near Rugby, and just as I had passed a very rapid and sharp turn of the river, with trees overhanging on each side, I heard a shout behind me, and saw the good ship "Wanderer" floating down keel uppermost, and her skipper struggling down the torrent, and (from what he told me afterwards) he must have been for a few seconds in considerable danger, as he could not get to the surface at first, being entangled among the branches, and after getting clear of these he came up under the capsised canoe. All this, owing to the sharp turn of the stream, I had not seen, though not many yards ahead. The stream was such that it was impossible for me to get back to him against it, so I tried to do so over the flooded meadow, but immediately grounded. Meanwhile, he had caught hold of an overhanging branch, and as I saw that the canoe was floating straight for him, I hallooed to him to quit the branch and stick to the canoe, which he did, and quickly got her to the flooded side, and I started on to rescue his hatch, which was voyaging forward on its own account, then espied and rescued his wideawake; and now the question was, what to do? To return to Rugby against such a torrent was simply impossible, so I proposed going

on to the next village and there rigging out "Wanderer" in my dry clothes. However, after baling out and preparing for a start, his paddle was *non est.* This was a regular stumper, and the only plan I could think of was to proceed with a bottom-board for paddle to the next village, and get a carpenter to make a new paddle while he got into my clothes, so on to Newton (shooting a small easy fall on the way), and when there I stayed to mind the fleet from a herd of children, while he changed and got a clumsy carpenter to attach two heavy elm blades to a light deal pole, a machine which rivalled any treadmill to work. After about two hours we started again; and after various small difficulties of weirs, foot-bridges with no head-room under them, submerged posts and rails, &c., we reached Brandon at dusk (5.30), and wheeled the ships to a comfortable inn about 200 yards from the right bank. Grand drying scene of "Wanderer's" outfit all the evening, baling out his watch, &c., and got a capital new paddle made by a carpenter.

October 24.—On the water at 9 a.m. First weir impracticable, so hauled over. At the second (on left bank) R. H. shot it, hitting it very hard. "Wanderer" (rendered prudent by yesterday's mishap) got out and let the canoe down by the painter, but unhappily having the said painter at the (bow) end of her, she swung round, and was drawn broadside on with the back draw of the weir, where she immediately exhibited her keel uppermost, and was battered about mercilessly. The crew of "Robin Hood" seeing sundry articles voyaging down the river, started off in full cry, and came back with a miscellaneous cargo, viz., wooden hatch, jersey, cane, seat, stretcher, and (fortunately) a piece of the midship weather-board, which was smashed off. We then got her out, and a carpentering scene ensued which ended in the total restoration of the ship; then wringing of some gallons of water from pea-coat and everything else, and under way again soon after 10. Floods still out, and

the river a perfect torrent in places, especially for the last mile or two above Stoneleigh, where it rushed through and under trees in the most exciting way. Down this part I had a most glorious hunt after "Wanderer's" wideawake, which he lost; but I never saw it again. Alas, poor wideawake! A successor to it was bought at Warwick. The entrance to Stoneleigh deer park was under a bridge with heavy gratings suspended under each arch, with their lower parts just in the water. Between two of these we crammed the canoes with great difficulty and a good deal of risk, and then spanked along through the beautiful park. Stopped to lunch just after lifting the canoes over an iron railing out of the deer park, and on again. "Robin Hood" shot a weir just below Stoneleigh Abbey, hitting it rather hard. At the next (or second next?) weir, we were told that we should at the following mill encounter a serious obstacle in the shape of an old woman, who had stopped a canoe coming up a few weeks ago, so we determined to slip through the old creature's fingers, either by shooting the weir, if possible, or hauling over very quickly before she could let loose her myrmidons upon us. The weir being impracticable, we did the other thing, and were quickly afloat, and passing under that magnificent and romantic old pile "Guy's Cliff," soon after reached Warwick, and anchored at a tea-garden close above the bridge, where "Wanderer's" outfit was again duly roasted by the landlady. Rained in torrents all the evening.

October 25.—Under way at 7.30 to a minute (very creditable, as we thought, at this time of year). Fine morning, and greatly enjoyed the paddle under Warwick Castle, which is not allowed; and we were liable to be stopped, but *were* not. Hauled over on the left, just above the bridge, and on to the next weir, which appearing risky to shoot, and banks rather awkward for hauling over, paddled on to the next mill and hauled over there with ease. Had a delightful paddle down to Stratford, "Robin Hood" shooting two or

three weirs, which "Wanderer" was unable to do from having lost his mackintosh yesterday. Reached Stratford about one o'clock, and determined to push on for Evesham, accounts making the distance on there vary from eighteen to twenty-five miles; but just below Stratford our plans were frustrated, and "Wanderer" had his revenge. We each went to reconnoitre a different weir (both near together on the left bank); skipper of "Robin Hood" hauled canoe's nose on to the river wall, behind a projecting wall which appeared to protect her stern from the stream, and left her, *as he thought*, safe, while he went to plumb the weir with his paddle. It was a very long deep fall, but appeared practicable, with plenty of water down it, so determined to try it; but on turning round he saw the canoe turning round, and what was worse, turning over just as she was sucked into the lasher (or fletcher, or flasher, as they call them here). Frantic attempt to catch her failed, and down she went, keel uppermost, while the crew, being on an *island*, could not even follow her down the bank. "Wanderer," who had just hauled over, offered his canoe to C. I. W., who started off, best pace, and found the "Robin Hood" luckily being carried round and round in a circle by the strong back eddy below, instead of travelling, as he feared, four or five knots an hour down the river; so she was soon righted and hauled ashore, but with a long, ugly crack in her upper streak. Of course everything was soaked, but luckily nothing lost. After emptying bag, and wringing out things, decided on staying the night at Stratford, where the whole evening (at the comfortable "Red Horse" Hotel) was spent in drying things, and filling up the crack with white lead and varnish, and all the planks were then varnished; and next day she proved about as tight as ever.

October 26.—Afloat by 8.30, and hauled over at the lock, just above the scene of yesterday's catastrophe. Shot the two next weirs. Altogether, between Stratford and

Evesham, there are ten of them, some practicable some not; but any details of which we were able to shoot would be useless with any future trip, as one might go a hundred times without having such a flood as we had on this occasion. At ordinary height of water, probably not more than one (the third below Stratford) would be feasible. The canoes were booked as "invalid chairs," at four shillings each, this rate being double that for "perambulators." At Yarnton Junction, the invalid chairs were re-shipped on to a truck of fine coal slack, and the invalid owners got into a carriage with a gentleman who began to talk about canoeing, and on hearing where we were bound for, said the Wanrush was a mere ditch, and would bother us to death, and that we had much better stop at Eynsham, where he lodged, and take the Isis down to Oxford in the morning. So we adopted his advice, and wheeled the canoes to a very comfortable public (Dolley's), and our new acquaintance took us off to his lodging for coffee and cigars.

INTELLIGENCE.

Oxford University Branch.—The club dinner took place on May 28.

Cambridge University Branch.—May Regatta, May 20:

I.—*Half-mile.* £5 Cup.

J. C. Miller, Jesus (1); H. A. Hopwood, Trinity (2). Time, 3m. 50s.

II.—*Scratch Fours* (four men in each canoe). Open to all Members of the University. £4.

1. R. Stevenson, Sid. Suss.; C. E. Denny, Trinity; H. A. Hopwood, Trinity; T. C. Watson, Trinity.
2. F. W. Brewster, Trinity; W. C. Davies, Trinity; J. C. Miller, Jesus; H. C. Clutton, Trinity.
3. J. O. C. Knapp, Christ's; A. Mellor, Trinity; M. G. Wright, Trinity; C. J. Bates, Jesus.

III.—*Canoe Chase.* £5 Cup.

H. A. Hopwood, Trinity (1); R. Stevenson, Sid. Suss. (2).

May 21:

IV.—*One Mile Challenge Cup.* £50.

H. A. Hopwood, Trinity (1); J. C. Miller, Jesus (2).

V.—*Novice Quarter-mile Race.* £3 Cup.

C. J. Bates, Jesus (1); F. W. Brewster, Trinity (2). Time, 2m. Four started.

VI.—*Race for* 150 *Yards.* Cup, £2 10s.

H. A. Hopwood, Trinity (1); T. C. Watson, Trinity (2). Time, 40s. Four started.

The "Barrow Canoe Club" has been formed, and a canoe chase took place on the Barrow. The novelty of the race consisted in the fact that the weir divided the course, which was up and down stream, the conditions being that the canoes should be carried over the weir going up, and paddled over it on the return. Four canoes started; William Cooper (1), William Kelly (2), both of the Canoe Club.

NOTICES.

Canoe Club Races.—The Long Race will be paddled from Greenwich pier to Erith pier, on Friday, June 10, starting at 3 p.m.

The Sailing Match will take place at Erith, on Saturday, June 11, at 3 p.m.

The Annual Regatta will be held at Hampton Court, on Saturday, June 18, at 3 p.m.

Cork Regatta, June 30.—There will be a canoe race for amateurs; prize, a gold locket.

For Sale, the yawl "Rob Roy," with dinghy, sails, and gear, as lying in Mr. John White's yard, Cowes. Price, £100.

Wanted to buy, a second-hand "Rob Roy" canoe.

CORRESPONDENCE.

From a letter by Mr. Jacomb on the subject of "Canoes by Railway":—

"We represented the foregoing views to the different companies, but obtained nothing more satisfactory than the stereotyped reply of the official mind, to the effect that it failed to see any anomaly in charging for a traveller's clothes-box several times as much as for himself, and in a minimum which itself destroyed the twopenny rate imposed. Accordingly, we ceased to use the railways for short excursions, and sent our canoes by barges on the canals, or in our own carts, travelling ourselves in our own traps, and thus, in both cases, depriving the railway companies of a fruitful traffic.

"Meanwhile we resolved to give the companies a further proof of the absurdity of their regulations, and how easily we could drive a coach-and-four, or rather paddle a canoe, through them, and thus hoist the traffic managers with their own petard. We lashed the paddle to the bows of a canoe in such a way that the package became too long to be placed in the guard's van or on the carriage roof, and taking the canoe thus equipped to a station, bought four third-class tickets to the same destination as the canoe, and in accordance with the regulation, 'Where a crew of four accompanies,' demanded a truck, at half-rate, to be fetched and attached to the passenger train when it arrived. My three friends left the train at the first station, two miles out, and returned thence in the trap of one of the party sent there for the purpose. The large truck, with a little canoe in the middle, looked so absurd that the people on the station, and elsewhere down the line, laughed at the railway officials. The financial result to the company was, that with the half-charge for the truck and the four tickets, they got a shilling or two more than if I had taken a first-class ticket, and the

company had charged me one halfpenny or a penny per mile for the canoe. For this shilling they had four passengers to convey instead of one, and the trouble, delay, and wear and tear of fetching, attaching, using, and bringing back the truck. The receipts and papers were subsequently sent to the railway companies. Our former arguments, thus clothed with facts, appear to have at length penetrated the official brain-pan, for a letter was received stating that, on reconsideration, it was felt that the minimum of 5s. was too high, and representations should be made to other companies with a view to its reduction. We were at first in hopes that this was the thin end of the wedge, which would gradually let daylight into the minds of the traffic managers, but it is scarcely necessary to add that, although a year has elapsed, no further notice has been taken of the matter.

"There is one honourable exception, which, in justice, should be mentioned. The Glasgow and South-Western Railway Company charge 2s., not exceeding 50 miles, 3s. above 50 miles and not exceeding 75 miles, and for each additional 50 miles, or portion thereof, 1s. This, it will be observed, is but one halfpenny per mile, and for long journeys, under that sum. Would that all canoeists lived on the banks of this sensible company instead of those of the 'Money Sunk and Lost Railway Company,' 'The Loitering and Never-within-Time Railway Company,' and others."

The Rev. C. Roberts describes steering gear consisting of a rod to one wing of the rudder yoke, as is already used by many members; also a pintle-rod, by drawing out which the rudder may be unshipped at sea.

All correspondence to be addressed to "The Mates," Canoe Club, 9, Adelphi Terrace, Strand, London, W.C.

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(Picnic Knife and Fork, to fit inside, 3s. extra.)

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Ditto, Three or Four	...	1	4 0
Ditto, Five or Six	...	1	10 0
Brass, same sizes	...	0	15 0
Ditto ditto	...	0	18 0
Ditto ditto	...	1	4 0

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SEARLE & SONS,

BOAT BUILDERS TO HER MAJESTY,

H.R.H. THE PRINCE OF WALES,

AND

THE EMPEROR OF THE FRENCH,

STANGATE, LAMBETH, LONDON, E.C.